

Fact Sheet

Project Name

California High-Speed Rail Project, Burbank to Los Angeles Project Section

Project Description

The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) completed a Statewide Program Environmental Impact Report / Environmental Impact Statement (EIR/EIS) (Tier 1) pursuant to the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) in November 2005 as the first phase of a tiered environmental review process for the proposed California high-speed rail (HSR) system. The California HSR system would provide a reliable, high-speed, electric-powered rail system that links the major metropolitan areas of the state and that delivers predictable and consistent travel times. A further objective is to provide an interface with commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources. The Authority and the FRA completed a second program-level (Tier 1) EIR/EIS in 2008 focusing on the connection between the Bay Area and Central Valley; the Authority revised this document under CEQA in 2012. Based on the Program EIR/EISs, the Authority selected preferred corridors and station locations to advance for further study.

The Authority has prepared a project-level (Tier 2) EIR/EIS that further examines the HSR Burbank to Los Angeles Project Section as part of the larger, 800-mile HSR system planned throughout California. The HSR system will connect the major population centers of Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. The HSR system will use state-of-the-art, electrically powered, high-speed, steel-wheel-on-steel-rail technology, including contemporary safety, signaling, and automated train-control systems, with trains capable of operating at up to 220 miles per hour over a dedicated track alignment.

The Authority has developed one end-to-end alternative for the project (HSR Build Alternative), as illustrated on Figure 1. The Burbank to Los Angeles Project Section alignment is approximately 14 miles long, crossing through the cities of Burbank, Glendale, and Los Angeles, and includes HSR stations at Burbank Airport Station and Los Angeles Union Station. These HSR stations would provide links with regional and local mass transit services as well as connectivity to airports and the highway networks in the San Fernando Valley and Los Angeles Basin.

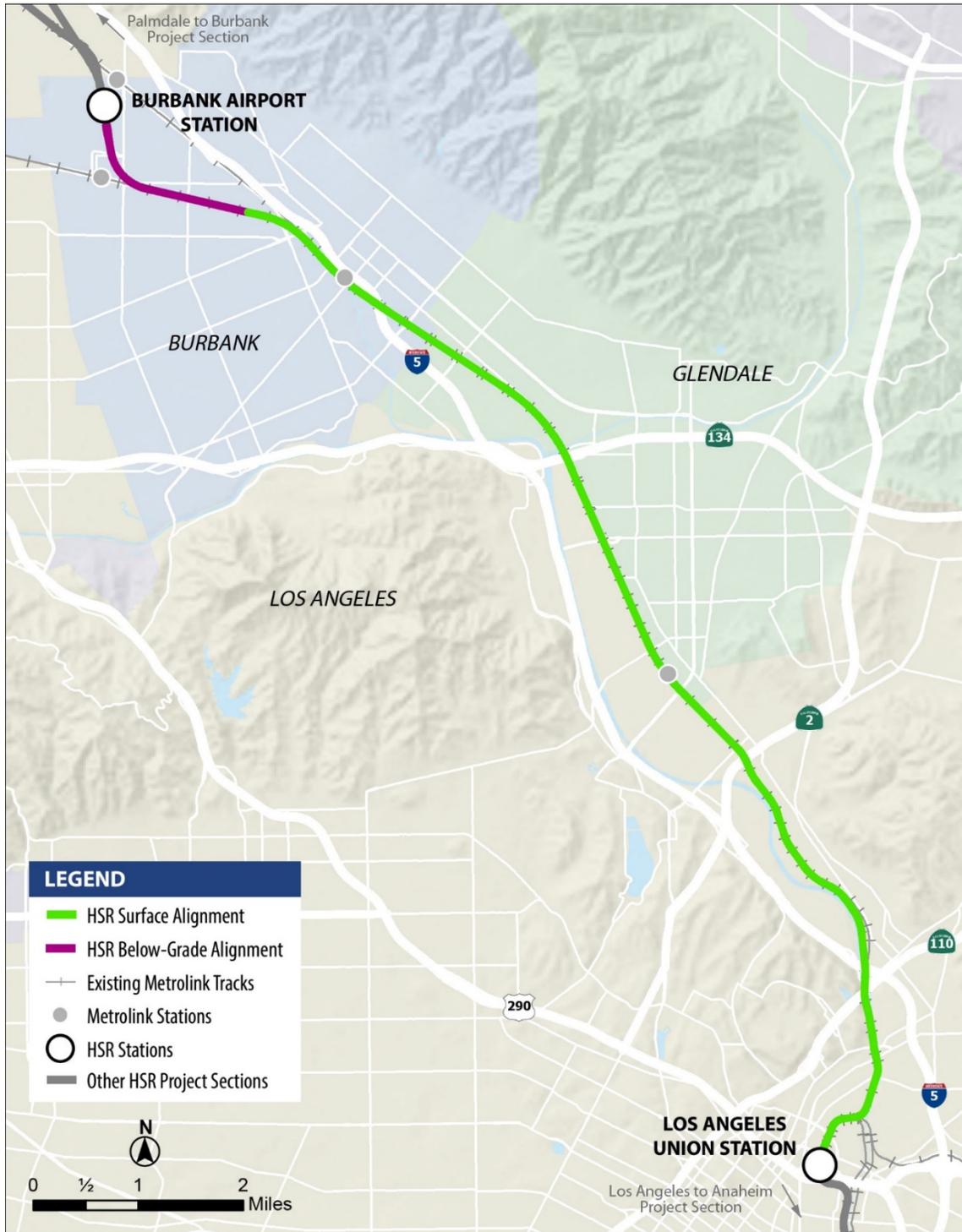


Figure 1 Burbank to Los Angeles Project Section

This Draft EIR/EIS evaluates the impacts and benefits of the HSR Build Alternative and the no project alternative. The HSR Build Alternative was developed through extensive local and agency involvement, stakeholder meetings, and public and agency comments, and was subjected to a thorough screening process that considered the impacts of the alternative on the social, natural, and built environment. Mitigation measures are proposed to reduce the severity of potential significant, adverse impacts.

The Authority's Preferred Alternative under NEPA, which serves as the proposed project for CEQA, is the HSR Build Alternative. The Preferred Alternative includes a new station near the Hollywood Burbank Airport, modifications to Los Angeles Union Station (raising of passenger platforms and installation of overhead catenary system), a tunnel under the Hollywood Burbank Airport runway and taxiways, and traction power facilities. The Authority identified this alternative on the basis of a balanced consideration of the environmental information presented in the Draft EIR/EIS in the context of Purpose and Need; project objectives; CEQA, NEPA; Section 4(f) of the Department of Transportation Act requirements; local and regional land use plans; community preferences; and cost.

NEPA Lead Agency

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S. Code 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the FRA and the State of California. Pursuant to the Memorandum of Understanding, the Authority is the federal lead agency. Prior to the July 23, 2019, Memorandum of Understanding, the FRA was the federal lead agency.

Responsible NEPA Official

Brian P. Kelly, Chief Executive Officer
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814

CEQA Lead Agency

The Authority is the lead agency for CEQA compliance.

Responsible CEQA Official

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Document Availability

Visit the Authority website (www.hsr.ca.gov) to view and download the Draft EIR/EIS. You may also request an electronic copy of the Draft EIR/EIS by calling (800) 455-8166. More details about availability of the Draft EIR/EIS and associated technical reports can be found in the Preface of this Draft EIR/EIS and in the Notice of Availability at www.hsr.ca.gov.

The Burbank to Los Angeles Project Section EIR/EIS is a second-tier EIR/EIS that tiers off of two first-tier program EIR/EIS documents and provides project-level information for decision making on this portion of the HSR system. The Authority and the FRA prepared the 2005 *Final Program EIR/EIS for the Proposed California High-Speed Train System* (Authority and FRA 2005), which provided a first-tier analysis of the general effects of implementing the HSR system across two-thirds of the state. The 2008 *Bay Area to Central Valley High-Speed Train Final Program EIR/EIS* (Authority and FRA 2008) and the Authority's 2012 *Bay Area to Central Valley High-Speed Train Partially Revised Final Program EIR* (Authority 2012) were also first-tier programmatic documents, but they focused on the Bay Area to Central Valley region. The first-tier EIR/EIS documents provided the Authority and FRA with the environmental analyses necessary to

evaluate the overall HSR system and make broad decisions about general HSR alignments and station locations for further study in the second-tier EIR/EISs.

Electronic copies of the Tier 1 documents are available on request by calling the Authority office at (800) 455-8166. The Tier 1 documents may also be reviewed at the Authority's offices during business hours at 770 L Street, Suite 620 MS-1, Sacramento, CA 95814 and 355 S Grand Avenue, Suite 2050, Los Angeles, CA 90071.

Contact Information

This Draft EIR/EIS in its entirety has been posted on the Authority's website (www.hsr.ca.gov). In addition, the Authority published materials online (in English, Arabic, Armenian, Chinese, Japanese, Korean, Spanish, Tagalog, and Vietnamese) summarizing the purpose and contents of the document and how to participate in the public comment period. To obtain a copy of the environmental documents, contact:

California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento, CA 95814
(800) 455-8166

Permits, Approvals, and Consultations

Federal

- **U.S. Army Corps of Engineers**—Clean Water Act Section 404 permit for discharge of dredge or fill materials into waters of the U.S., including wetlands. Also, Section 14 of the Rivers and Harbors Act of 1899 (33 U.S. Code Section 408) permission to alter or modify a facility or feature of any federally regulated flood control system.
- **U.S. Department of Transportation/Federal Railroad Administration**—General conformity determination.
- **U.S. Advisory Council on Historic Preservation and the California State Historic Preservation Office**—Section 106 consultation (National Historic Preservation Act of 1966) and memorandum of agreement.
- **U.S. Environmental Protection Agency**—Review of the EIS under Clean Air Act Section 309; review of Environmental Justice conclusions.
- **U.S. Fish and Wildlife Service**—Section 7 consultation and biological opinion/incidental take statement pursuant to the Endangered Species Act of 1973.
- **Surface Transportation Board**—Authority to construct and operate a new rail line.
- **Federal Aviation Administration**—Approval of use of tall construction equipment in the proximity of an airport and notice of proposed construction or alteration for tunnel construction under the Hollywood Burbank Airport runway and taxiways.

State

- **California Department of Fish and Wildlife**—California Endangered Species Act permits; California Fish and Game Code Section 1600 et seq. lake and streambed alteration agreement.
- **California Department of Transportation**—Encroachment permits; Caltrans Statewide Stormwater permit.
- **California Public Utilities Commission**—Approval for construction and operation of railroad crossing of public roads and construction of new transmission lines, electrical upgrades, and substations.
- **California State Lands Commission**—Lease for crossing state sovereign lands.

- **State Water Resources Control Board**—Section 401 Water Quality Certification under the Clean Water Act of 1972; Construction General Permit (Order No. Order 2009-0009-DWQ); Phase II MS4 Permit (Order No. 2013-0001-DWQ); spill prevention, control, and countermeasure plan (part of Section 402 process).

Regional

- **South Coast Air Quality Management District**—Permits under Rule 201 General Permit Requirements, Rule 403 Fugitive Dust, Rule 442 Architectural Coatings, and Rule 902 Asbestos.
- **Los Angeles Regional Water Quality Control Board**—Dewatering permit (Order No. R4-2013-0095, NPDES No. CAG994004).
- **Los Angeles County Flood Control Board**—California Code of Regulations Title 23, Section 2, and Code of Federal Regulations Title 33, Section 208.10 (Flood Protection Facilities); Municipal Separate Storm Sewer System Permit (Order No. R4-2012-0175 and Order No. R8-2009-0030).
- **Burbank-Glendale-Pasadena Airport Authority**—Approval for construction and operation of a tunnel under Hollywood Burbank Airport.

Authors and Principal Contributors

Chapter 11, List of Preparers, contains a complete list of the persons involved in preparation of the Draft EIR/EIS.

Public Release of Draft EIR/EIS

May 29, 2020

Public Review Period and Next Steps

This Draft EIR/EIS is being made available to the public by the Authority in accordance with its responsibility as the federal and state lead agency for review and comment, as required, for a minimum of 45 days pursuant to CEQA and NEPA. During the public review period, the public and agencies are encouraged to provide comments on the project and the environmental analysis. Written comments may be submitted in the following ways:

- By mail to: Burbank to Los Angeles Project Section: Draft EIR/EIS, 355 S Grand Avenue, Suite 2050, Los Angeles, CA 90071
- Through the Authority’s website (www.hsr.ca.gov)
- By email to: Burbank_Los.Angeles@hsr.ca.gov with the subject line “Draft EIR/EIS Comment.”
- By calling (877) 977-1660

The comment period is from **May 29, 2020**, to **July 16, 2020**. Comments must be received electronically or postmarked on or before **July 16, 2020**.

During the public review period, the Authority will host community open houses and a public hearing. Information about the schedule of open houses and hearings is available on the Authority’s website (www.hsr.ca.gov).

Following the close of the public review period, the Authority will develop a Final EIR/EIS. This document will contain the information that was revised from the Draft EIR/EIS in accordance with the comments received during the public review period. The Final EIR/EIS will also contain responses to the comments received during the public review period of the Draft EIR/EIS. Once the Burbank to Los Angeles Project Section Final EIR/EIS is prepared, the document will be reviewed by the Authority in considering whether to approve the preferred alternative.

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